

SHIPPING & WATERFRONT NEWS

SCHOONER BLAKELY SCENE OF GUN PLAY; SKIPPER SUBDUES SAILOR

Excitement enough to last the skipper and crew the rest of their natural lives was experienced by Capt. J. M. Manks of the American schooner Blakely at Antofagasta, Chile, while the vessel was at the South American nitrate port.

When the Blakely brought a cargo of nitrates here, Captain Manks wrote out from his log book the events of that thrilling morning, in which gun play, wounded men, struggles and bullets figured. He left a copy of his report with Manager John K. Clarke of the vessel's local agency, Hind, Rolph & Company. The schooner's cabin still contains bullet holes, souvenirs of the occasion.

Written in terse, matter-of-fact style, the report of the schooner's master, who is 52 years old and has seen service in the U. S. Navy, contains a decided "punch." It reads as follows:

"At about 5:45 a. m. this day, while eating breakfast, was surprised by hearing several revolver shots which sounded to be on deck. Instantly A. Quannott, donkeyman, came running in cabin explaining, 'I have been shot twice, in arm and hip, by Seaman Karl Rosenkult.' I immediately told first and second officers to go forward and disarm him. Karl Rosenkult, while I gave aid to A. Quannott. While engaged attending wounds of A. Quannott, Chief Officer B. Bremer came into cabin saying, 'I have been shot by Karl Rosenkult,' also two other seamen came for protection.

"The said Seaman Karl Rosenkult following Chief Officer B. Bremer with revolver in each hand and firing at everybody in sight. After getting aft he stood behind spunkermast firing from one side then the other, into skylight and companionway. Seaman Chas. Schramm came to me asking me for a revolver to protect himself with.

"When shots came into cabin I took revolver from Chas. Schramm, proceeded up after companionway and seeing Karl Rosenkult with revolver in each hand and on point of firing at me and Seaman Oswald Olsen, who was standing close by me, I fired first shot in the air to scare him, Seaman Olsen firing same time from after companionway.

"As Seaman Karl Rosenkult would not surrender I shot at him the second time and he fell down. I then covered him with my revolver and told him to throw away his guns. He threw away one retaining the other. After ordering him several times to throw away the other and see he was covered by me, he did so reluctantly and held up his hands.

"I then ordered Second Officer Chas. Nelson and Seaman Chas. Schramm to take care of him, while I attended to wounded and set police flag. I then started for shore in

MYSTERY VESSEL MAY HAVE BEEN JAPANESE SCOUT

(Special Star-Bulletin Correspondence.)

WAILUKU, Maui, May 22.—Much speculation has been occasioned during the past week by the presence off the Maui coast of a mysterious two-funnel steamer. The stranger has been reported from several sources so there seems little doubt that she was somebody's "pipe dream." But what she is or what her business is in these waters is still a mystery as far as Maui is concerned.

The ship was first reported off west Maui on last Friday and was watched from the cliffs by Capt. Parker, Kahului pilot, and others, who were unable to come to any conclusions concerning her.

A Matsun steamer, in Kahului harbor at the time, on her way to Hilo, took no chances on being captured or sunk by a German raider, and waited until after nightfall before sailing, and then did so with all lights doused.

Submarine investigations. The stranger had been reported in Honolulu by an inter-island vessel, and this possibly resulted in the presence of one of the K submarines from Pearl Harbor off shore on Molokai and Maui for several days.

On Wednesday, Capt. Harbold, U. S. A., and a contingent of national guardsmen armed with service rifles, made a cruise by sampan out beyond Kahoolawe on a reconnoitering expedition. They did not succeed in raising the hypothetical raider. Another sampan party which tried to approach the vessel caused it to steam up and disappear over the horizon, according to one report.

May Be Japanese Collier. The fact that the Japanese cruiser Azuma, bearing the body of the late U. S. ambassador to Japan, G. W. Guthrie, who died at his post recently, has been in Honolulu for some days, has led to the suggestion that the vessel may be a Japanese collier which is accompanying the war craft.

The fact that Japanese war vessels have used these waters previously as coaling grounds lends some color to this supposition.

Was Seen By Claudine. That the mysterious vessel was either a Japanese scout boat or collier which is accompanying the Azuma to the coast is believed by Capt. William G. Bennett of the inter-island steamer Claudine. Capt. Bennett sighted the steamer a week ago Monday night. She was cruising slowly between Makapuu Light and the northwest end of Molokai. He could not make out how many funnels she had, or her nationality. Returning from Kahului to Honolulu, the vessel was not seen. The captain thinks

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SERVICE FIRST

CUMMINS GETTING NEW TAIL SHAFT

"On the shelf" for a new tail shaft, the Oahu Shipping Company's power schooner J. A. Cummins went on the inter-island drydock today and will be on for several days.

Supt. Eben Low of the shipping firm said this morning the Cummins broke her tail shaft Saturday night between Makapuu Point and Diamond Head. The shaft's breaking made the schooner lose her propeller.

Using sails, the Cummins was able to reach a point nearly off Diamond Head, when the wind gave out. Her chief engineer hailed a fishing sampan at daylight and came into port, where he notified Supt. Low, who took the launch Elizabeth and towed the Cummins to her berth.

COLUMBIA WILL BE LUMBER BOAT

Reports are in circulation today along the local waterfront, that the steam schooner Columbia, now the property of the U. S. shipping board, having recently been purchased by the United States, will bring 12,000,000 feet of lumber from northwest lumber ports this summer, to Pearl Harbor naval station.

The Columbia will make a dozen trips, it is said, bringing a million feet of lumber on each voyage. The lumber will be used in constructing the group of naval storehouses and other structures at the big naval base. The contract for the buildings was let a few weeks ago.

On her next arrival here the Columbia will have a cargo of coal for the inter-island Steam Navigation Company. She will tow one of the ex-German merchant steamers from Honolulu to the mainland for repairs.

LOCAL NOTICE TO MARINERS

May 22, 1917.
HAWAIIAN ISLANDS—Maui Island—Northeast Coast—Pauwulu Point Light—Heretofore reported extinguished, was relighted May 21, 1917.
C. & G. S. Charts 4102, 4116.
Light List, Pacific Coast, 1917, p. 164, No. 528.

Buy List, 19th District, 1915, p. 12.

By order of the Commissioner of Lighthouses:
A. E. ARLEDGE,
Inspector, 19th Lighthouse Dist.

COD FISH FLEET READY FOR DASH TO NORTHERN SEA

SEATTLE Ore.—The North Pacific codfishing fleet of twenty-five sailing vessels, divided almost equally in ownership among San Francisco, Puget Sound and Alaska is in Northern waters, fishing along the Aleutian islands and waiting for the ice to break sufficiently to permit the boats to operate in Bering sea, which is closed half the year. The codfish schooners are the first vessels to enter Bering sea in the spring. The fish are caught with hand lines operated by men in dories, the same as in the Newfoundland fisheries. The schooners lie often for a long time in the same place while fishing is good. One man each in a dory, leave the ship in the morning and return at night or when the dory is loaded with cod.

A gilded codfish hangs in the Massachusetts state capitol in Boston, a cod was engraved on the seal of the Massachusetts colony and the first Nova Scotia bank note had a cod printed on it, but the codfish of the North Pacific ocean in unhonored and unused. Naturalists are still engaged in controversy over whether the Atlantic and Pacific fish are the same species, but the consensus of opinion is that they are identical. When served on the table the fish of the two oceans have the same appearance and favor. For many years the North Pacific cod was regarded as an inferior fish and to this day Gloucester codfish are sold in retail stores on the Pacific coast. The Alaska cod, however, is driving out the Easterner and even getting a foothold in distant markets, large orders having been received recently from the West Indies and South America.

Fishermen say that the old prejudice against the Pacific cod was due to the careless way in which it was handled. In the early days the fish were dumped into the dirty holds of the fishing ships, the salting being badly done. When unloaded the fish were rusty, grimy and otherwise unattractive. Now the fish are prepared as carefully as those of the Newfoundland banks. Each year the catch in Alaska waters increases, the number taken last year having been nearly four million larger fish.

Fish experts say the North Pacific cod fishery may yet outrank the salmon fishery. The fishing banks of the Aleutian islands and Bering sea are said to be as extensive as those of Newfoundland, which are regarded as inexhaustible. Several years ago a few Gloucester fishing schooners,

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OAHU RAILWAY TIME TABLE

OUTWARD
For Wahiawa, Waiolua, Kahuku and Wai Stations—9:15 a.m., 3:20 p.m.
For Pearl City, Ewa Mill and Way Stations—7:30 a.m., 9:15 a.m., 11:30 a.m., 2:15 p.m., 3:20 p.m., 5:15 p.m., 7:30 p.m., 11:15 p.m.
For Wahiawa and Lihue—11:02 a.m., 2:40 p.m., 5:00 p.m., 11:30 p.m.
For Lihue—1:00 a.m.

INWARD
Arrive Honolulu from Kahuku, Waiolua and Wai Stations—8:36 a.m., 6:30 p.m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a.m., 8:36 a.m., 11:02 a.m., 1:38 p.m., 4:24 p.m., 5:30 p.m., 7:28 p.m.

Arrive Honolulu from Wahiawa and Lihue—9:15 a.m., 1:33 p.m., 3:59 p.m., 7:13 p.m.
The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:30 a.m. for Haleiwa Hotel; returning arrives in Honolulu at 10:10 p.m. The Limited stops only at Pearl City, Ewa Mill and Wahiawa.
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TIDES, SUN AND MOON.

Date	High Tide Large	High Tide Small	Low Tide Large	Low Tide Small	Sun Rises	Sun Sets	Moon Rises and Sets
May 21	4:32 P.M.	2.0	3:30 A.M.	11:53 P.M.	5:18	6:36	8:21
" 22	5:12 P.M.	1.9	4:15 A.M.	9:36 P.M.	5:18	6:36	8:31
" 23	5:51 P.M.	1.8	5:00 A.M.	10:12 P.M.	5:18	6:37	8:22
" 24	6:32 P.M.	1.7	5:50 A.M.	10:49 P.M.	5:18	6:37	10:08
" 25	7:14 P.M.	1.6	6:50 A.M.	11:30 P.M.	5:17	6:38	10:43

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